IV. Telephone, Telegraph and Air Communication

206 509 In 1950 telephone communication became possible with Jazirah for the first time on a commercial basis. Telegraph communication has long been established and an air service connectin Qamishli with Aleppo and Damascus started in 1946, then interrupted by the Palestinian War, has been resumed twice weekly. Fares from Qamishli to Aleppo and Damascus are LS 25 and 50, respectively.

V. Railway Line Projects

185 Railway lines wholly inside Syria from Jazirah to the interior cities have been suggested by the Gibb report and by the United Nations Economic Survey Mission. They suggested a line from Tal Koshak to Hassakeh and from there to Rakka and Aleppo. Such a line would by-pass Qamishli which is the more important agricultural and commercial center, and would go in a district only newly developed, sparsely populated and not of the fertility of the Qamishli area. It seems that a line starting from Qamishli itself would be shorter and would service a more fertile and populated district. From Hassakeh the line could follow the Khabur as long as possible before veering to Deir Ezzor. This would be longer than the proposed line from Hassakeh to Rakka directly, but it would have the advantage of servicing the Khabur Valley and collecting its crops, whereas, the line Hassakeh-Rakka is completely desert. From Rakka there is only one route to Aleppo.

It is difficult to choose between a policy of road construction and railway lines without detailed study of the economics of both, but, whatever the result of the study, Jazirah needs cheap and easy means of communication.

COMMERCE OF JAZIRAH

438 441 It stands to reason that the commerce of Jazirah is mainly in its staple prodcuts and in the goods required for the development of its essential industry which is agriculture.

The main crop being wheat, it forms the largest item both in bulk and in value. But the Jazirah merchant plays a secondary role in the handling of this crop. He is sometimes a partner, but more

often an agent of the Aleppo merchant who furnishes the capital and has the necessary warehouses in Aleppo and the commercial knowledge and connections in the Syrian market and abroad to dispose of the crop at the best terms. 438 441

I. The Problem of Storage and Warehouses

The dependance of Jazirah on Aleppo merchants is such that until the present time there is not a single warehouse or silo to store wheat for a few months in all Jazirah belonging to an individual merchant or big farmer. During harvest season, the wheat is stacked in the open near the railway stations and left without cover until it is shipped to Aleppo. The hangers of the stations can only hold a small part of the crop. The Mira built a few depots but it is not known whether they will be put at the disposal of merchants. 438 241

The special conditions of cultivation in Jazirah connected with the problem of credit and land ownership make the transport of wheat from the farms to the stations during harvest season a hectic affair. This is caused by two reasons: in the first place, the farmer is always in need of money and has to ship his crop quickly to Aleppo to sell it, and, secondly, even if the big farmer is not in need of money, he does not feel it is safe to keep his crop in the villages. In most cases, he is only a tenant and it does not pay for him to construct a depot on land, he does not own. Even if he owned the land, he would hesitate to keep his crop away from the market until the winter months when he might need money but might find himself unable to transport his crop because of bad roads.

The logical solution would be to construct warehouses in the towns or near the stations, but, here again, the lack of capital prevents the accomplishment of this job.

The Kurd is the only farmer who keeps a part of his crop on the land. As a good and thrifty peasant, he stores his seeds, the provisions for his family and usually an amount of wheat equal to the seeds he planted. If anything remains, he sells to buy clothes and foodstuffs. The Kurd keeps the extra wheat he has in holes dug in the ground called "jifr". The hole is usually two meters in diameter and 2-3 meters deep. It is lined with "tibn" to keep the moisture away and the wheat remains in a good condition in it for several months. The peasant has a number of these jifrs depending on the 241 251